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NOTICE OF PREPARATION

Date of this Notice: October 4, 2003

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Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
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Agency Contact Person: Benjamin Helber Telephone: (415) 558-5968

Project Title: 2002.1263- 333 Fremont Street
Project Sponsor: City-Core Fremont Street Investors, LLC.
ufman Telephone: (415) 820-5200

et Assessor's Block and Lot: Block 3747, Lot 19 City and County: San

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oject is a residential development of approximately 135,990 gross square feet
d about 88 underground parking spaces. The two existing two-story buildings
proximately 30,415 square feet would be demolished, including the 347-349
ng, which is listed on the California Register of Historical Resources. The site
, the three-level below-grade parking garage, and the 85-foot-high residential
ut mid-block on the eastern side of Fremont Street in the block bounded by
Streets. Vehicular access to the parking garage would be from Fremont Street
ntage. The pedestrian lobby entrance would be on the southern portion of the
thin the existing Rincon Hill Special Use District/Residential Sub-District, the
ensity) Zoning District, and the 200-R Height and Bulk District. The site is
ixed Use District, and the proposed 350-R District.

SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN
ORT IS REQUIRED. This determination is based upon the criteria of the
063 (Initial Study), 15064 (Determining Significant Effect), and 15065
and the following reasons, as documented in the Environmental Evaluation
attached.

Written comments on the scope of the EIR will be accepted until the close of business on November 4, 2003. Written comments should be sent to: Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your
ay need to use the EIR when considering a permit or other approval for this project.

A Kugler for
Maltzer
nmental Review Officer

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PLANNING DEPARTMENT

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Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Benjamin Helber Telephone: (415) 558-5968

Project Title: 2002.1263- 333 Fremont Street
Project Sponsor: City-Core Fremont Street Investors, LLC.
Project Contact Person: Richard H. Kaufman Telephone: (415) 820-5200

Project Address: 329-349 Fremont Street Assessor's Block and Lot: Block 3747, Lot 19 City and County: San Francisco

Project Description: The proposed project is a residential development of approximately 135,990 gross square feet (gsf) consisting of 88 dwelling units and about 88 underground parking spaces. The two existing two-story buildings on the site which contain a total of approximately 30,415 square feet would be demolished, including the 347-349 Fremont Street Edwin W. Tucker building, which is listed on the California Register of Historical Resources. The site would be excavated for the foundation, the three-level below-grade parking garage, and the 85-foot-high residential tower. The project site is located about mid-block on the eastern side of Fremont Street in the block bounded by Folsom, Fremont, Harrison and Beale Streets. Vehicular access to the parking garage would be from Fremont Street on the northern portion of the street frontage. The pedestrian lobby entrance would be on the southern portion of the Fremont Street frontage. The site is within the existing Rincon Hill Special Use District/Residential Sub-District, the RC-4 (Residential/Commercial High-Density) Zoning District, and the 200-R Height and Bulk District. The site is also within the proposed Rincon Hill Mixed Use District, and the proposed 350-R District.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on November 4, 2003. Written comments should be sent to: Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Joan A Kugler for
Paul E. Maltzer
Environmental Review Officer

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INITIAL STUDY

2002.1263E- 333 Fremont Street

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The proposed project is the construction of an approximately 135,990 square-foot building consisting of about 88 dwelling units and 88 below-grade parking spaces. The irregular-shaped project site is on the west side of the City block bounded by Folsom, Fremont, Harrison, and Beale Streets in the Rincon Hill area of San Francisco (Figure 1, page 2).[1] The site wraps around the end of Zeno Place, a cul-de-sac off Folsom Street. The project site is located at 329-349 Fremont Street, on Assessor's Block 3747, Lot 19, which totals 13,853 square feet or approximately 0.32 acre.

Two two-story office buildings, which were joined in 1968, currently occupy the site. The buildings are presently vacant but recently contained office use. The larger, concrete, 333 Fremont building, constructed in approximately 1930, contains a basement level which is accessible from a driveway on Zeno Place. The smaller, 347-349 Fremont Edwin W. Tucker Co. Building, is a wood frame structure that is reported to have been constructed in 1913 and is a rated historic structure on the California Register of Historical Resources. The buildings total approximately 30, 417 square feet, and contain a total of three parking spaces accessible from Zeno Place.

The proposed project involves the demolition of the existing buildings and the construction of an eight-story, approximately 135,990 square-foot residential condominium building with below-grade parking (Figures 2, 3, 4, 5, 6, 7, 8, and 9, pages 3 to 10). There would be a three- and one-half-level underground parking garage for about 88 parking spaces. The project would contain about 1 studio, 65 one-bedroom units, and 22-two bedroom units for a total of 88 units.

The building would be built to the property lines. The eight-story residential structure would be 85 feet tall and would feature three courtyards on the ground floor which would be open the entire height of the building. The pedestrian entrance to the building and lobby would be on Fremont Street on the southern portion of the street frontage. The ground floor would contain 11 residential units, a lobby with two elevators , three courtyards and two terraces. There would a common open-space deck on the roof containing about 5,560 square feet. The balconies would contain a total of 1,730 square feet for a

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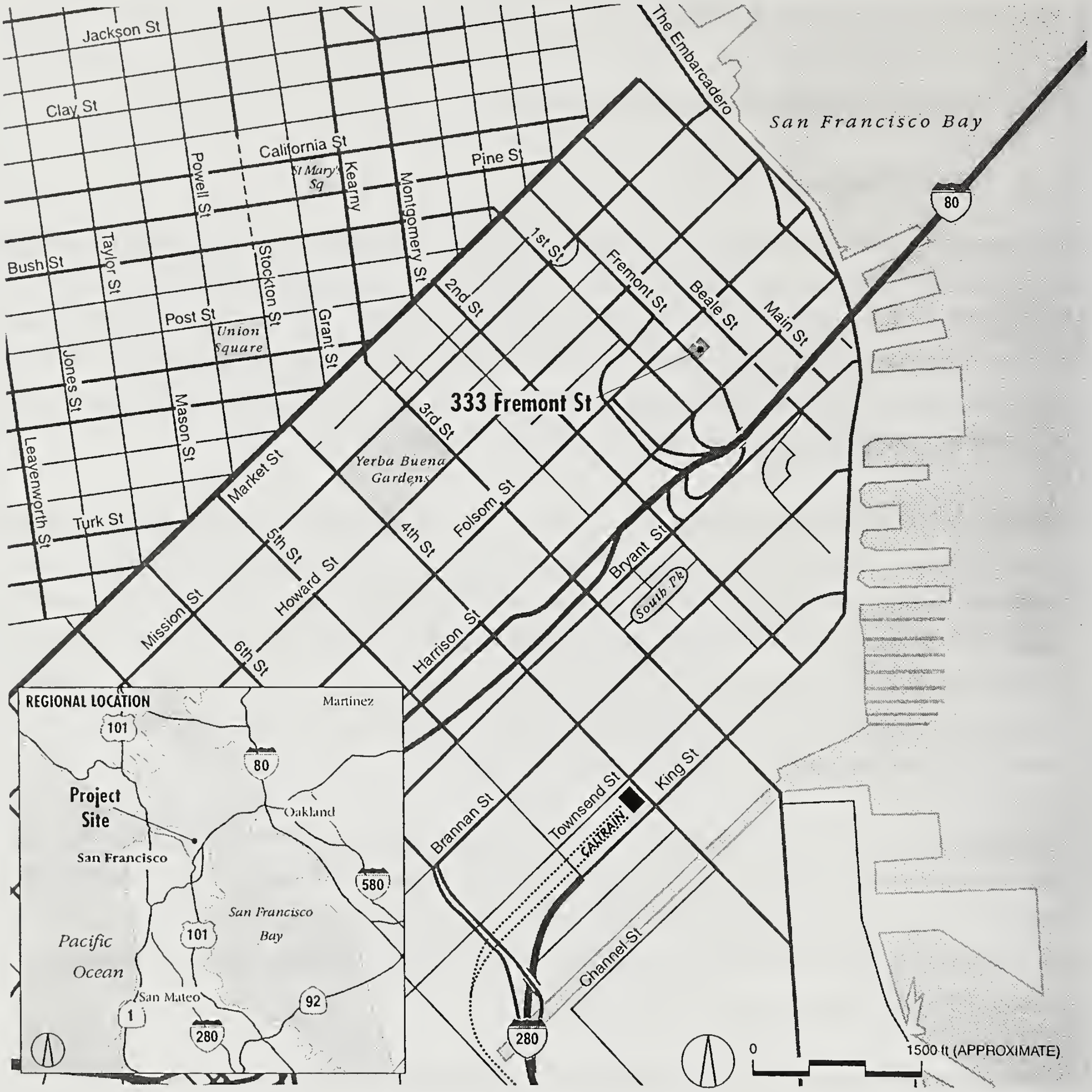
[1] To simplify the discussion of the direction of City streets south of and including Market Street, the convention of calling northwest-to-southeast streets "north-south" and northeast-to-southwest streets "east-west" is used in this document.



Source: During Associates

Proposed Project Location Figure 1

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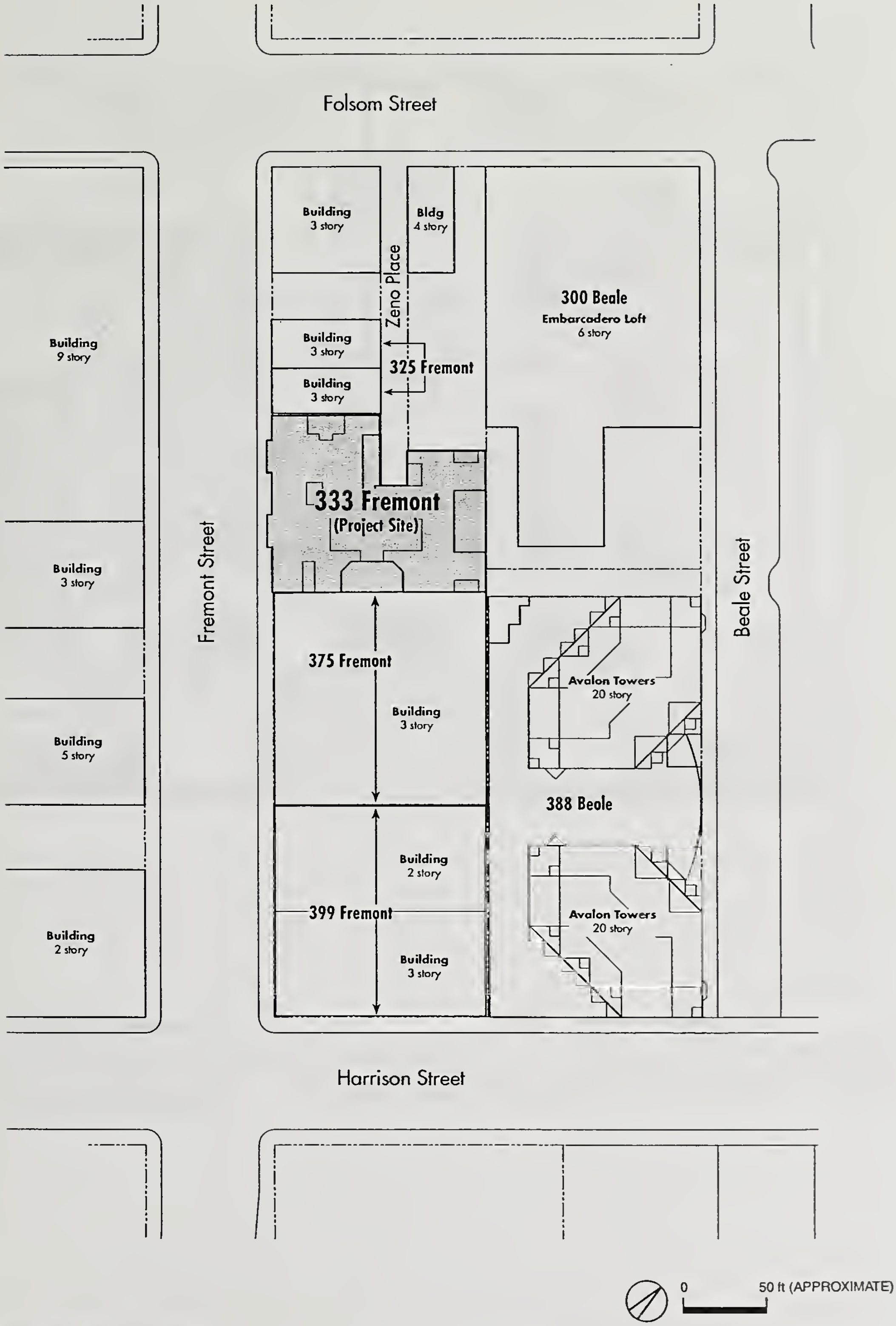
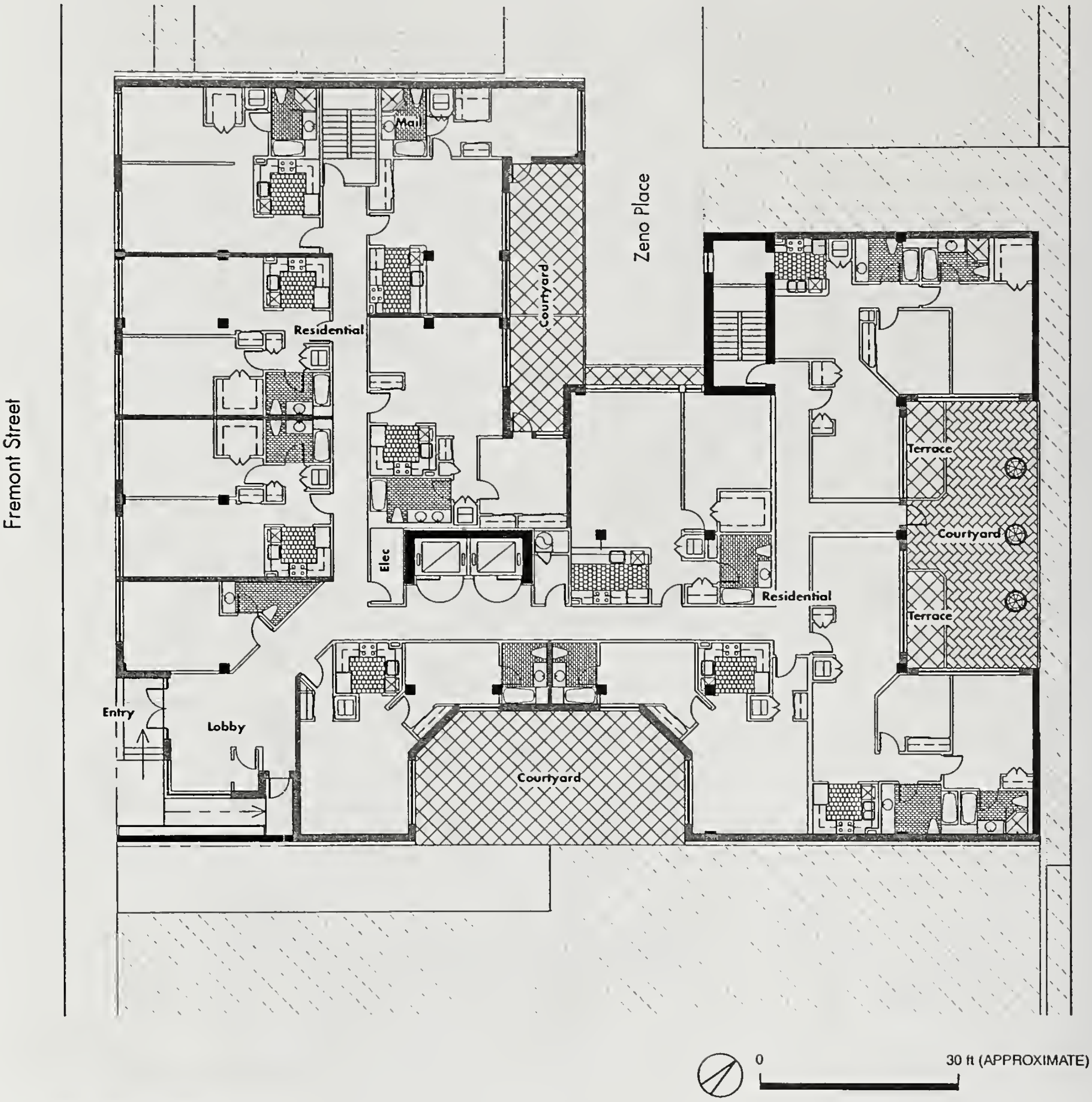


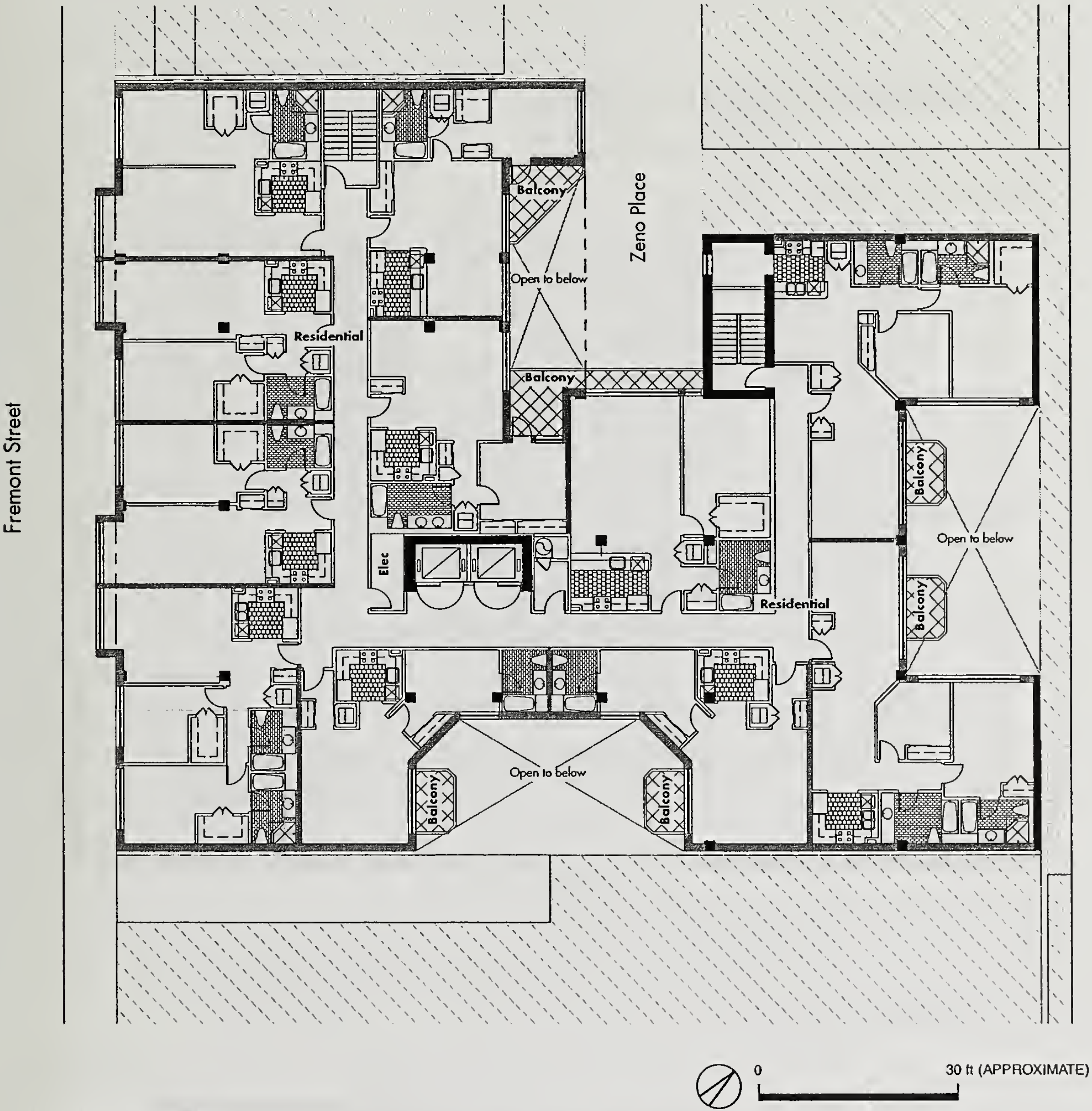
Source: During Associates, Heller Manus Architects

Proposed Site Plan Figure 2



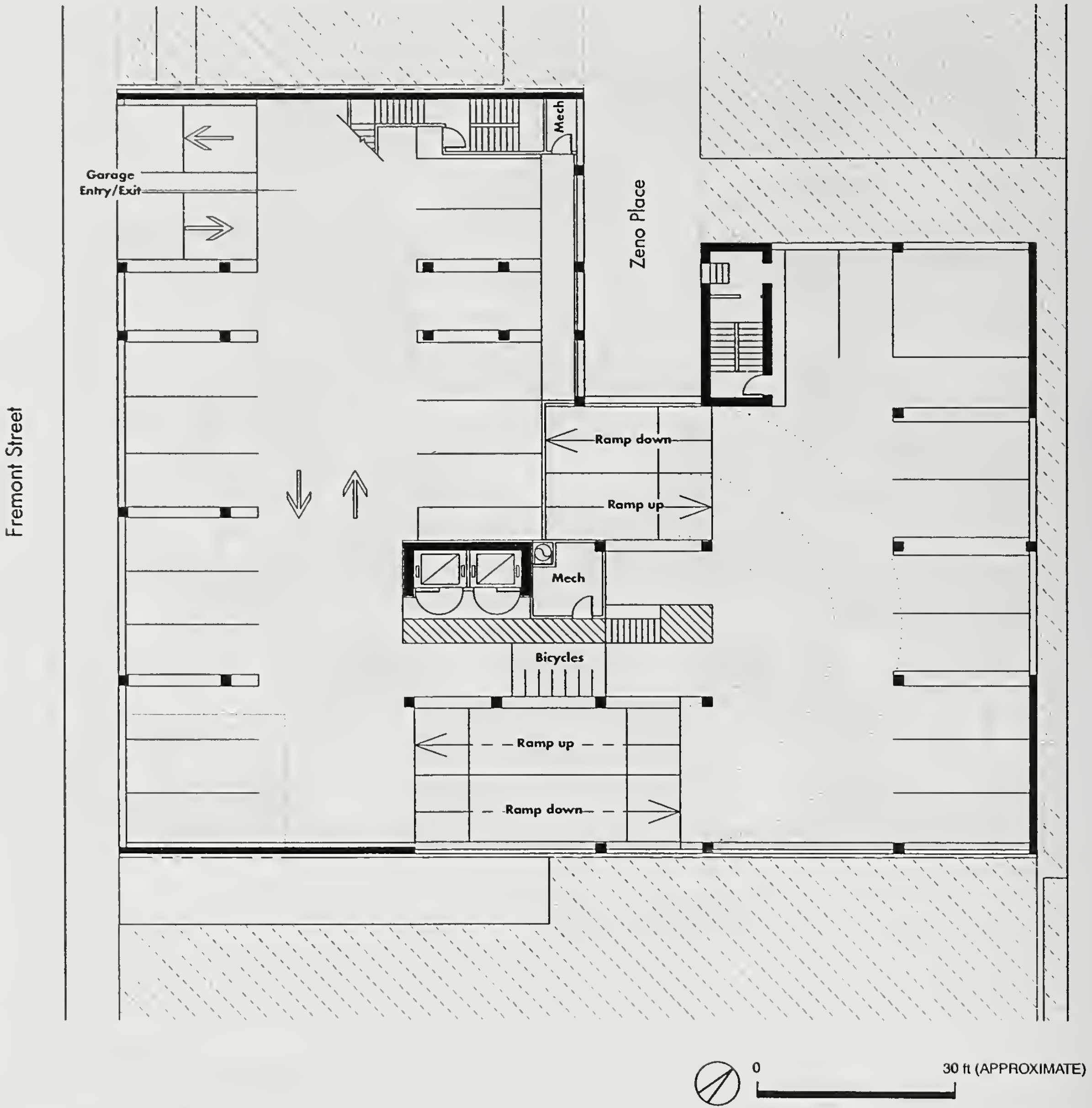
Source: Heller Manus Architects

Proposed Ground Floor Plan Figure 3



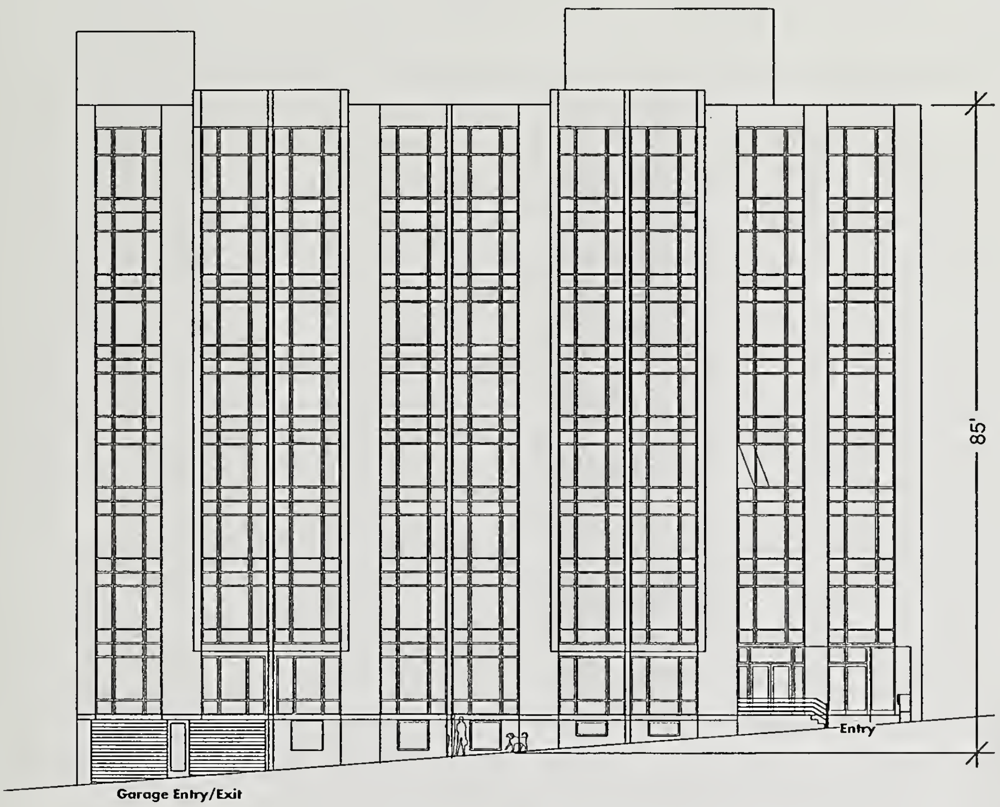
Source: Heller Manus Architects

Proposed Residential Floor Plan (Levels 2–8 Typical) Figure 4



Source: Heller Manus Architects

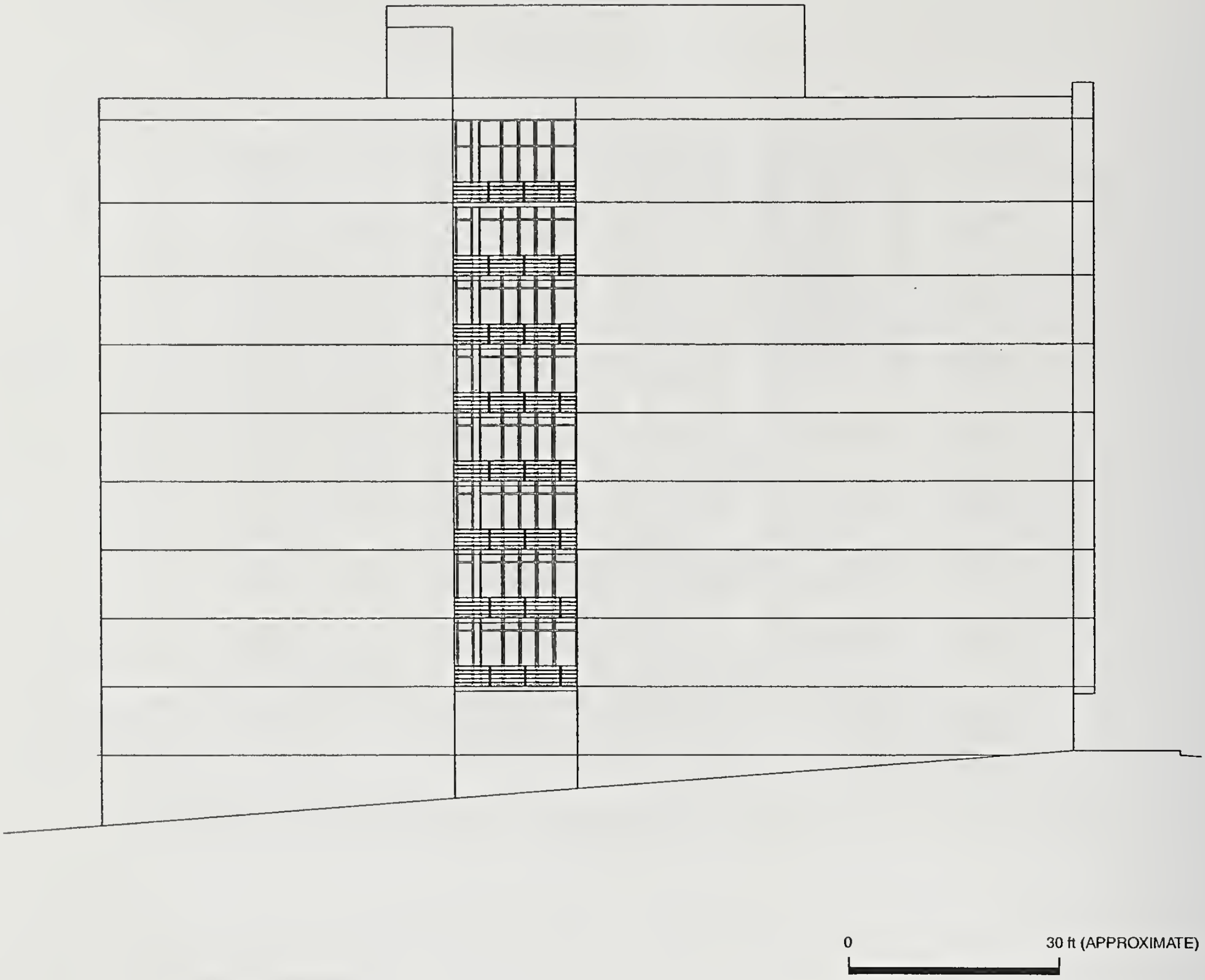
Proposed Parking Plan Figure 5



Fremont Street

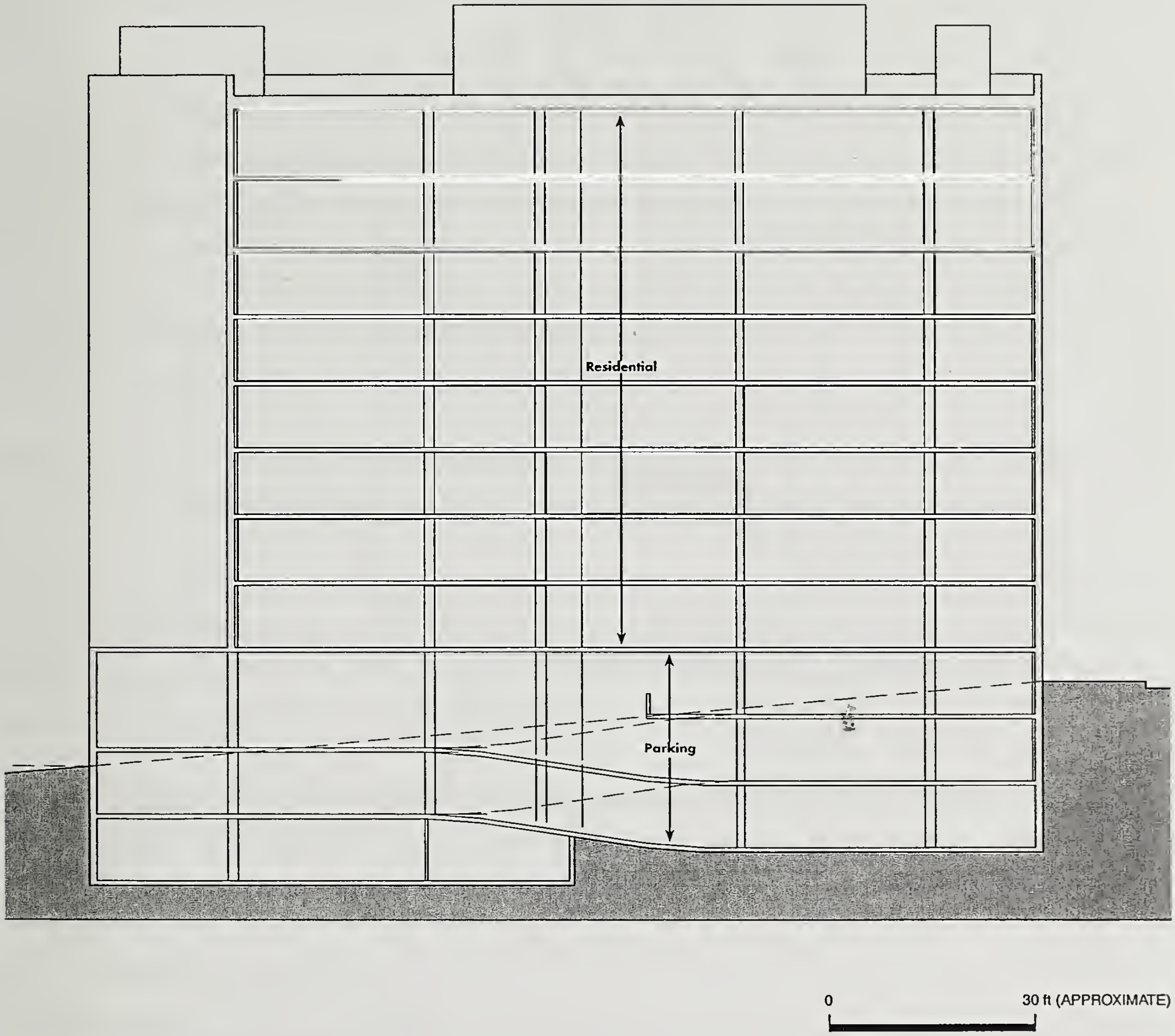
Source: Heller Manus Architects

Proposed Fremont Street (West Elevation) Figure 6



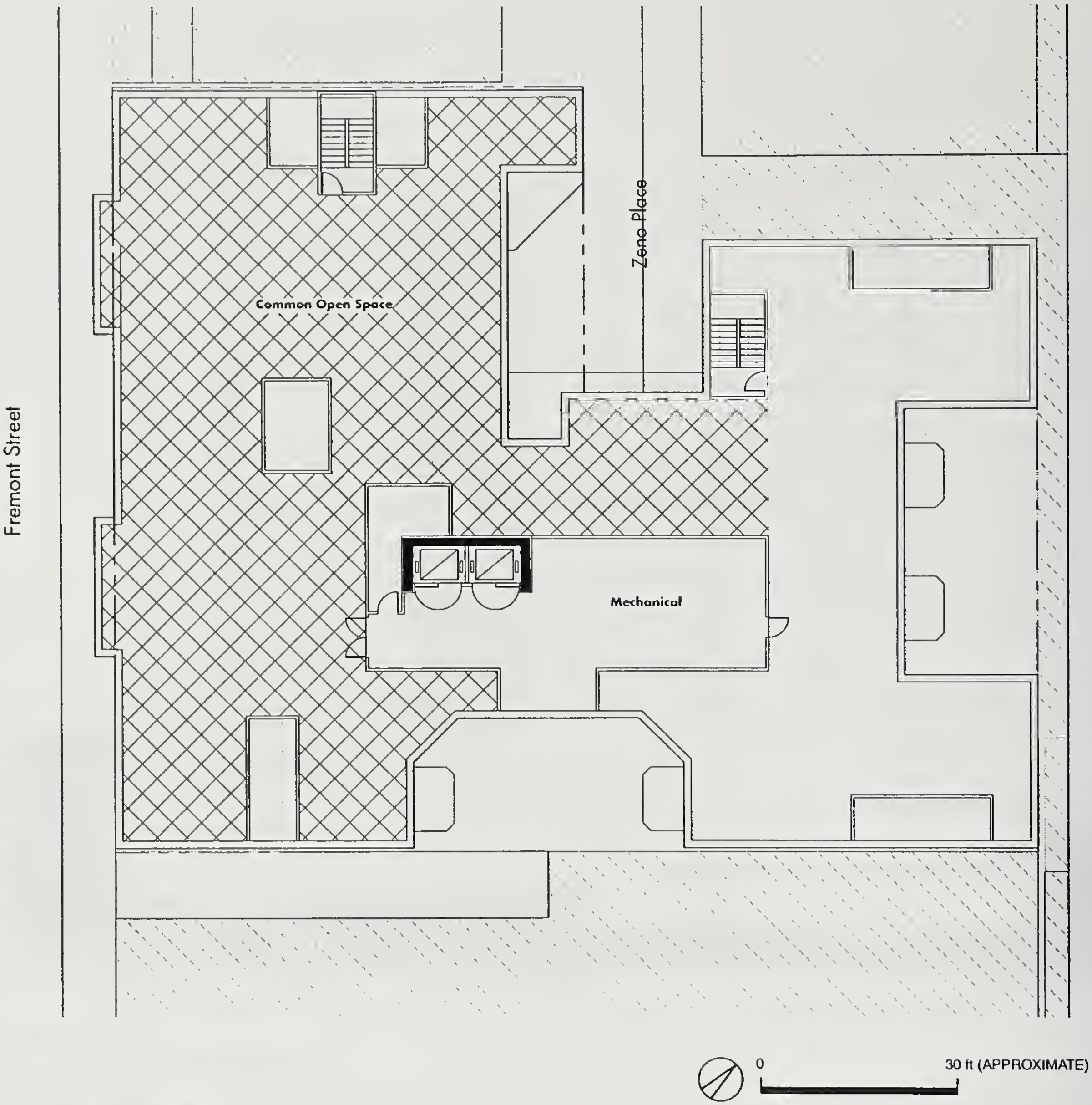
Source: MBH Architects

Proposed North Elevation (Looking South) Figure 7



Source: Heller Manus Architects

Proposed Project Section Figure 8



Source: Heller Manus Architects

Proposed Roof Plan Figure 9

combined total of common and private open space of 7,290 square feet which would meet the City *Planning Code* requirements. There would be bay windows for four units facing Fremont Street (each unit would have a bay window 10.5 feet by 3 feet). The size of the units would range from 677 square feet to 967 square feet for one-bedroom units, and from 1,026 to 1,145 square feet for two-bedroom units.

The frontage on Fremont Street is 114½ feet. Vehicular access to the parking garage would be from Fremont Street on the northern portion of the street frontage. The 88-space garage would also contain 18 bicycle spaces. Loading would occur on Fremont Street, and trash collection would be on Zeno Place. There would also be an emergency pedestrian access on Zeno Place. Development of the site would require excavation of approximately 12,860 cubic yards of soil for footings and foundation. The building's foundation would be concrete matting, and major materials would include a glass curtain wall on Fremont Street.

The site is within the existing Rincon Hill Special Use District/Residential Sub-District. The project site is in a RC-4 (Residential/Commercial High-Density), and a 200-R Height and Bulk District.

The project would require conditional use authorization for exceeding forty feet in height in a residential district. The conditional use would require approval by the Planning Commission. Additionally, the project may require several variances from set-back and dwelling unit exposure requirements. Variances would require approval by the Zoning Administrator.

Project construction would take about 18 months and would be completed in Spring of 2005. The project construction cost is estimated at $10 million. The project sponsor is City-Core Fremont Street Investors, LLC, and the project architect is Heller Manus Architects.

B. PROJECT SETTING

The project site is on the north slope of Rincon Hill and slopes up toward Harrison Street and down toward Beale Street. San Francisco Bay and the Embarcadero are approximately three and a half blocks (about 600 feet) east of the project site, and the San Francisco-Oakland Bay Bridge is one block south with a freeway off-ramp on Fremont Street. The site is in the southeastern portion of Downtown San Francisco with the San Francisco Transbay Terminal to the north and Hills Plaza and The Embarcadero to the east. The South of Market neighborhood is to the west and south. The Rincon Point-South Beach Redevelopment Area is three blocks northeast of the site and one block southwest of the site. The proposed Transbay Redevelopment Project Area is directly north of Folsom Street.

In addition to the project site, the project block is occupied by several residential, office, and institutional uses which are mixed, with a variety of building types and sizes, ranging from one to 20 stories, including residential, office, wholesale and retail, warehouse, light industrial, auto service, parking, and institutional/social service.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed 333 Fremont Street residential development project is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to land use, population, transportation and historic architectural resources have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). Topics noted "To Be Determined" mean that analysis in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less-than-significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no environmental analysis in the EIR: visual quality and urban design, housing, noise, air quality/climate, utilities/public services, biology, geology/topography, water, energy/natural resources, hazards, and historic cultural resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

The 333 Fremont Street project would require review by the Planning Commission, and the Department of Public Works in the context of the *San Francisco General Plan* and other relevant plans. The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Applicable area plans and elements of the *General Plan* include the *Rincon Hill Area Plan*, the Urban Design Element, the Residence Element, and the Commerce and Industry Element.

In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

If the project, on balance, were to have substantial conflicts with the *General Plan* objectives and policies, it could not be approved. Plans and Policies will be discussed in the EIR in the Land Use section. The Planning Department is currently working on a proposal for the rezoning of the Rincon Hill area (Rincon Hill Mixed Use District, Case Number 2000.1081). The Planning Department proposes to replace the *San Francisco Planning Code's* (*Planning Code)* Rincon Hill Special Use District (*Planning Code* Section 249.1) with a new Rincon Hill Mixed Use District, which would increase height limits, revise the "R" bulk district, amend the *Rincon Hill Area Plan* of the *General Plan,* and make other *General Plan* and Zoning changes in the Rincon Hill area. The EIR will evaluate the 333 Fremont project's compliance with existing zoning controls and with the proposed Rincon Hill Mixed Use District controls. As currently proposed, the 333 Fremont Street project could be approved under existing zoning controls.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code.* The project would require Conditional Use Authorization by the Planning Commission for a building taller than forty feet in a R (Residential) District, and may require several variances from bulk and dwelling unit exposure controls.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case reports for the conditional use authorization and the zoning reclassification and/or subsequent motion for the Planning Commission or Board of Supervisors will contain the analyses determining whether the proposed project is in compliance with the Priority Policies.

The Planning Commission must certify an EIR as a complete and accurate environmental document for the project prior to taking any approval actions. The relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

Except for the categories of land use, population, transportation and historic architectural resources, the items on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To Be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff and consultant experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered both the individual and cumulative impacts of the proposed project.

1. Land Use - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	To Be Determined		

As noted in the project description, the project site is within the Rincon Hill Special Use District/ Residential Sub-District. The zoning is RC-4 (Residential/Commercial High-Density), and the project site is in a 200-R Height and Bulk District.

The project site is in the Southeast Quadrant of San Francisco, in an area known as Rincon Hill. The project site is about two blocks south of the Transbay Terminal, three blocks south of the Financial District, four blocks west of The Embarcadero, and about five blocks east of Moscone Convention Center. The Bay Bridge is about one block south of the site. One block southwest of the site, at First and Harrison Streets, is an on-ramp to the Bay Bridge. South of the project site, an elevated bus ramp extends in a north-south direction, leading from the Bay Bridge to the Transbay Terminal, located at First and Mission Streets.

Land uses in the vicinity of the project site consist primarily of residential uses to the east, including the 19-story, 226-unit Avalon Towers (at 388 Beale Street), and largely of office and commercial uses to the north, south and west. The project area is in transition between the high-rise office above retail use in the Downtown Commercial District and high-rise residential above office/retail use in the *Rincon Hill*

Area Plan. Currently, there is surface parking along the north side of Folsom Street from west of First Street to east of Beale Street on the site of the former Embarcadero elevated freeway.

Adjacent to the project site to the south, is a two-story, concrete framed office building with a basement (375 Fremont Street), an automotive repair shop (385 Fremont Street), and the Apostleship of the Sea building (a residential recovery center for substance abusers run by the CATS [Chemical Awareness Treatment Services], 399 Fremont Street) at the corner of Fremont and Harrison Streets. Adjacent to the project site to the north are two three-story office buildings (323 and 325 Fremont Street, respectively). At the corner of Fremont and Folsom Streets is the E.M. O'Donnell Copper Works three-story office building (353 Folsom Street). Residential projects proposed at 399 Fremont Street and 375 Fremont Street are under review at the Planning Department. A 200-foot residential loft project at 325 Fremont Street has been approved by the Planning Commission.

To the west across the street from the project site at the corner of Harrison and Fremont is a two-story computer technology office building (390 Fremont Street), a four-story Marine Cooks and Stewards Union building (350 Fremont Street), a three-story Marine Engineers Union building with surface parking areas (340 Fremont Street), and the approximately 9-story, windowless PG&E substation at the corner of Folsom and Fremont Streets.

To the west of the project site along First Street are several two- to six-story office, residential and live/work buildings, several of which have ground-floor retail or restaurant/bar uses. On the northwest corner of Harrison and First Streets is a gas station.

Land uses to the northwest of the project side along Folsom Street include the historic one-story Edwin Klockars Blacksmith Shop (City Landmark Number 149) and 333 First Street, a high-rise residential and mixed-use building complex currently under construction at the southeast corner of Folsom and First Streets.

East of the project site, facing Beale Street is the North Avalon Tower which, together with the adjacent South Tower, is a 226-unit residential building with ground-floor retail uses (388 Beale Street). Adjacent to the North Tower and north of the project site, facing Folsom and Beale Streets (at 300 Beale Street), is the 59-unit Embarcadero Lofts building with ground-floor retail. South of Harrison Street is the 20-story Bridgeview Residential Tower building (400 Beale Street).

In sum, the land uses in the vicinity of the project are a mix of residential, commercial (office and retail) utility, and parking uses. High-rise office buildings dominate the area north of Mission Street, and to some extent high-rise office towers are clustered in the area north of Folsom Street between The Embarcadero and Main Street. The remainder of the area between Mission and Harrison Streets, west of Main Street, constitutes the southern periphery of downtown. A larger portion of the Rincon Hill area is characterized by a changing urban landscape composed of surface parking lots, low- to mid-rise industrial buildings and new and under-construction high-rise residential development.

Land use impacts are considered to be significant if they disrupt or divide the physical arrangement of an established community, or if they have a substantial impact upon the existing character of the vicinity. The proposed project would change the land use from office to more-intense mid-rise residential with below grade enclosed parking, and would increase the density of population and amount of vehicles on the site. However, it would be similar to if not smaller than the existing surrounding high rise residential development. The project would further extend the Rincon Hill Residential Sub-District north of Harrison Street, as envisioned in the *Rincon Hill Area Plan* (such as Avalon Towers), and would not be of such a size or magnitude that it would significantly alter the prevailing character of the area

While the proposed project would represent a change in use at the project site, the project would not amount to a significant adverse land use impact. The project would not disrupt or divide the physical arrangement of existing uses and activities that surround it. Those surrounding uses and activities would continue on their own sites and would interrelate with each other as they do at present, without substantial disruption from the proposed project.

In conclusion, the proposed project would not result in project-specific significant adverse land use impacts, however, the cumulative change to the land use in the Rincon Hill area could be potentially significant. The *Rincon Hill Area Plan*, the proposed rezoning of the Rincon Hill area, and other proposed projects call for a higher density of high-rise housing that would move closer to the downtown and Transbay area. The EIR will discuss the cumulative effect of changes to the existing Rincon Hill area land use and character.

2. **Visual Quality** - Could the project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetics and Urban Design

Aesthetics and urban design are subjective, and individuals may hold differing opinions about the aesthetic design of any proposed project. The existing visual characteristics in the vicinity of the project site are varied, reflecting changing development patterns, land uses and architectural styles over the past hundred years.

General Downtown Form

A general pattern of densely clustered high-rise development in the downtown core, tapering off to low-rise development at its periphery characterizes San Francisco's skyline. This compact urban form (the downtown high-rise urban form") signifies the downtown as the center of commerce and activity. Yet despite its clarity of form, the downtown high-rise urban form is neither smooth nor uniform. A range of building heights in the downtown creates gaps, peaks, dips and inconsistencies within this pattern, allowing taller buildings and building tops to stand out in profile against the sky. This tension between conformity and variety in the skyline results in a readable and recognizable image for San Francisco.

South of the Transbay Terminal, from Main Street westward, the Terminal and its associated bus ramp systems and right-of-way have constrained post-World War II development. Building heights along this southern edge of the downtown high-rise urban form tend to drop off abruptly. The downtown area immediately south of the Transbay Terminal is occupied by surface parking, bus ramp structures, I-280 Freeway off-ramps, and low-rise early Twentieth Century buildings. Several new low and mid-rise buildings have been constructed, are being constructed, or have been recently approved for this area. By contrast, east of Main Street, the southern edge of the downtown high-rise urban from has not been constrained by the Transbay Terminal. The transition from the high-rise downtown core southward is more tapered and gradual. This general effect is particularly evident when this area is viewed from the Bay Bridge approaching the City.

Comparatively low buildings along the waterfront contribute to the tapering of height with the decrease of elevation from hilltops to water that is characteristic of San Francisco; this pattern allows views of the Pacific Ocean and the Bay. In the project vicinity, the transition from inland to the waterfront is similarly marked by a gradual stepping down of heights, as is recommended by the *Rincon Hill Area Plan* and the Urban Design Element of the *General Plan*. Nearby buildings on the waterfront incorporate an intricate, staggered design and are set back from the waterfront above the building base and at upper levels. This design approach acknowledges the meeting of the land and water while respecting the natural topography of the area; reduces the appearance of a towering street wall; and helps maintain a pedestrian-friendly environment close to the waterfront.

Project Vicinity

The project area is part of the Rincon Hill Area, which has historically been characterized by predominately low- to mid-rise industrial buildings and surface parking lots. Currently, the area is in the process of transformation and a number of comparatively high-intensity residential developments are under construction or have obtained approval to be built. The immediate project area is not within any district at the local, state or Federal level for its historical or architectural characteristics.

The project vicinity is not characterized by a large degree of visual coherence. Its visual character to the north is primarily defined by large areas of vacant land. Intervening between the project vicinity and the downtown to the north is a mostly vacant east-west strip of land. This land, largely zoned P (Public Use), comprises the right-of-way for Transbay Terminal bus ramps, I-280 Freeway off-ramps, and land formerly occupied by the ramps to the now demolished Embarcadero Freeway. This is a portion of the area proposed to be included in the Transbay Redevelopment Project Area. The Golden Gate Transit bus parking lot occupying most of the block bounded by Folsom, Main, Howard and Beale Streets, and the two parking lots occupying the southern halves of blocks bounded by Folsom, Beale, Howard and Fremont Streets and by Folsom, Fremont, Howard and First Streets, respectively, are some of the publicly owned and large-scale potential development sites in the proposed Redevelopment Project Area.

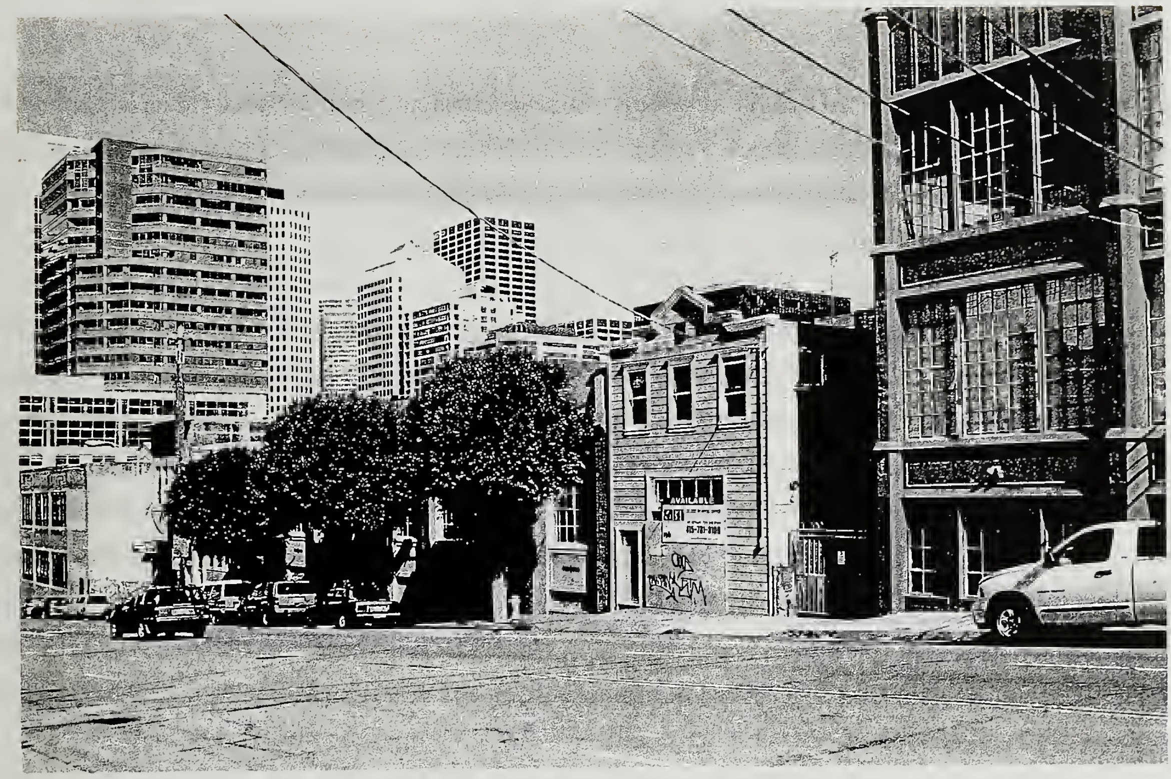
In the immediate vicinity, large and vacant unrelieved expanses, together with the comparatively large block sizes and wide streets typical for this South-of-Market area, create a sense of scalelessness for pedestrians, accentuating perceived distances. The primary visual contribution of the vacant land is the unobstructed views that it affords northward to the downtown. Immediately north of the project site are three-story industrial buildings and at the corner of Folsom and Fremont Street is the concrete E.M. O'Donnell Copper Works three-story office building.

East of the project site is a combination of high-rise and mid-rise development. The early Twentieth Century building at 301 Folsom Street, a four-story concrete warehouse building (now The Embarcadero Lofts residences), built in 1937. It is characterized by its classically derived elements executed in a stylized, restrained "Art-Moderne" idiom. Also to the east are the Avalon Towers, which are irregular in form and smooth-skinned, terminated with a distinctive feature. Between the two structures is a landscaped area, sloping downward to the east, with a stairway to Beale Street.

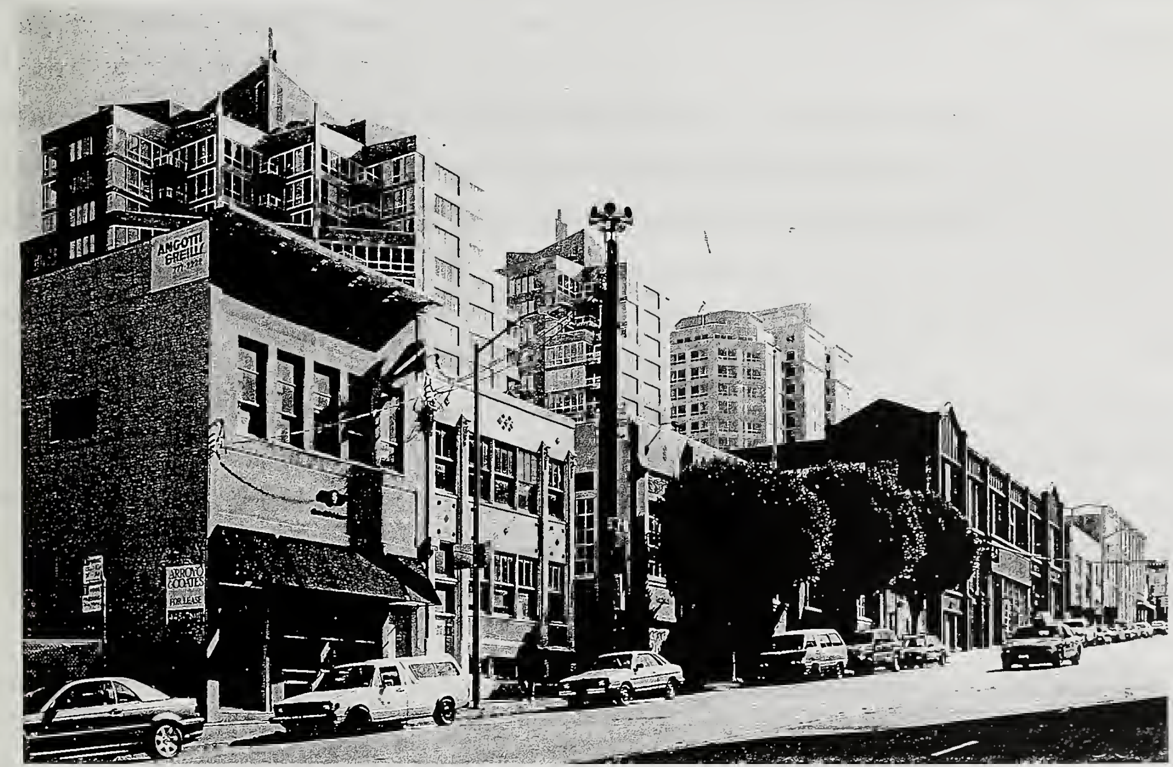
As shown in Figure 10, page 19, south of the project are two- to three-story concrete frame industrial style buildings and the Apostleship of the Sea building at the corner of Fremont and Harrison Streets. The adjacent blocks south of Harrison Street are characterized by residential high-rise buildings such as the Bridge View Tower, surface parking lots and the Bay Bridge.

Prominent visual features to the west of the project site include two- to three-story industrial style buildings, the approximately 9-story, windowless, concrete PG&E substation structure, three- to four-story institutional-looking union halls, and the two-tower 333 First Street high-rise apartment building currently under construction. The 425 First Bank of American tower sits atop the Rincon Hill south of Harrison Street.

Despite a high degree of visual heterogeneity among nearby buildings, broad patterns are discernible. Buildings are generally built to the property lines, and, with the exception of the monolithic PG&E substation, the buildings along Fremont Street are two- to -five stories. The high-rise residential structures to the east of the project on Beale Street (the Avalon Towers and the Bridgeview Apartments) are readily apparent from Fremont Street, as well as 333 First Street.



Looking Northeast



Looking South

Source: Square One Productions.

PROJECT SITE VIEW ON FREMONT STREET FIGURE 10

A project would be considered to have an adverse impact on visual quality if it would cause a substantial demonstrable negative aesthetic effect. A project would have such an effect if it were to be substantially incompatible with the surrounding environment by introducing structures of substantially greater size, mass, or scale into the area.

The proposed building would increase the scale of development along Fremont Street from two two-story structures to an 80-foot tall mid-rise residential building. It would be approximately sixty feet taller than the adjacent buildings located on Fremont Street (325 and 375 Fremont), and would be the highest structure on the east side of the street. The proposed building would be taller than the buildings directly across Fremont Street, but would be lower than the PG&E substation on the corner of Folsom and Fremont Streets. The project building would be about 100 feet shorter than the Avalon Towers to the east and approximately 150 feet lower than the Bridgeview Apartments located to the southeast of the project. The project building would not be out of character with the massing of other nearby buildings (333 First Street, PG&E substation at Fremont and Folsom, and 425 First Street Bank of America tower).

The proposed glass curtain-wall exterior with bay windows on Fremont Street would contrast with the low-rise institutional/industrial-style buildings along Fremont Street. However, the sense of verticality of the mid-rise structure could complement the high-rise Avalon Towers and Bridgeview Apartments to the east.

In conclusion, the project vicinity is not characterized by an established, cohesive, distinctive or fragile visual character that would be degraded by the proposed project. The project would not be substantially incompatible with the surrounding environment by introducing a building of greater size, mass, or scale into the area.

Views

View corridors are defined as physical elements such as buildings and structures that guide lines of sight and control view directions available to pedestrians and motorists. The mid-block 333 Fremont Street project site affords several prominent views to the surrounding areas, including the Bay to the east; the skyline of downtown San Francisco and the Financial District to the north; the Bay Bridge to the south and the south of Market Street area and the Twin Peaks beyond to the west.

The Fremont Street view corridor in the project vicinity to the north consists of the vacant parking areas north of Folsom Street and the progressively taller buildings of the Downtown and the Financial District in the background. The Rincon Hill slope and the Bay Bridge limit views to the south. The views to the west are dominated by the PG&E substation, and the 333 First Street high-rise residential development. Directly to the east, views between the Avalon Towers and the 301 Folsom Street building extend to the Embarcadeo, and the Bay.

The upper-deck of the Bay Bridge affords expansive views of the City and the Bay, including the meeting of land and water, distant views of the hills, Twin Peaks and Mount Davidson, towards the west. The Downtown skyline which steps down towards the south and waterfront is visible from the Bay Bridge.

The project would have an adverse impacts on visual quality if it would substantially degrade important view corridors and obstruct scenic views. Visually, the immediate project vicinity is dominated by the two Avalon towers to the east and the PG&E substation and the two residential towers under construction at 333 First Street to the west. While the proposed project would create a vertical mid-rise form, it would not substantially alter the line of sight or control view directions due to the existing more prominent structures in the immediate area. This new form would alter transitory views enjoyed by motorists moving westbound on the Bay Bridge. Views from Harrison or Fremont Streets may be altered by the proposed building, although this effect would be limited due to the fact that the area already contains high-rise buildings.

Views from within private buildings in the area may include the hills to the west, the downtown skyline to the north, the bay to the east, and the Bay Bridge and ramps to the south. Some of these views could be obscured or blocked by the proposed project. The project, however, would not substantially change important view corridors or obstruct publicly accessible scenic views or vistas.

Light and Glare

Additional light would be introduced by the proposed project that would include nighttime illumination and outdoor lighting typical of multi-residential buildings in the City. The project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The proposed project would not contain mirrored or reflective glass and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss light and glare.

In sum, the proposed project would change the visual character of the site and vicinity, and would alter the existing pattern of heights at this southern periphery of the downtown high-rise urban form. The project, however, would not result in significant adverse impacts on visual quality and urban design in San Francisco.

	Yes	No	Discussed
3. **Population** - Could the project:			
a. Induce substantial growth or concentration of population?	To Be Determined		
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The project site currently consists of two two-story office buildings, which have been vacant since August 2000. Approximately 108 employees could be accommodated in the existing office buildings on the site. According to the project sponsor, the proposed project would support about two janitorial, maintenance and building management employees. The project would therefore result in a net displacement of about 106 jobs on the project site. Because the existing buildings are currently vacant, the amount of employee displacement would not be substantial.

San Francisco is the central city (and most urban place) in an attractive region. The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 350 units (1993) to a high of about 2,100 units (1990) per year. The citywide annual average over that 11-year period was about 1,130 units.[2]

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional need of the City for 2006 is 20,370 dwelling units or an average yearly need of 2,546 net new dwelling units. The 88 units in the proposed project would help to satisfy this need.[3]

As stated above, there is substantial demand for new residential units in San Francisco. Based on household density factors[4] of about 1.35 persons per dwelling unit, the proposed development is estimated to accommodate approximately 119 people. Currently, there are no residential units on the site; new residential units have been built recently or are under construction in the Rincon Hill area, including the recently occupied Avalon Towers on Beale Street, the 350 units at First and Folsom Streets under construction, and the 245 units at the recently completed Bridgeview Towers at 400 Beale Street.

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[2] City and County of San Francisco Planning Department, *Housing Element* of the *General Plan*, February 2003, page 29.

[3] *Ibid*, page 1

[4] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.6, p. C.4 certified September 17, 1998.

While potentially noticeable to immediately adjacent neighbors, the increase in the number of residents on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco.

The *Rincon Hill Area Plan*, an element of the *General Plan* calls for high-density residential uses in the area close to Downtown San Francisco. A majority of the people living in the Rincon Hill residential area could conceivably be employed in Downtown San Francisco, and could easily walk to work from home. While the proposed project would not result in project-specific significant adverse population impacts, the cumulative change to the population in the Rincon Hill area could be potentially significant. The *Rincon Hill Area Plan*, the proposed rezoning of the Rincon Hill area, and other proposed projects call for a higher density of population that would move closer to the downtown and Transbay area. The EIR will discuss the cumulative effect of changes to the existing Rincon Hill area population.

	Yes	No	Discussed
4. **Transportation/Circulation** - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?		To Be Determined	
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?		To Be Determined	
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		To Be Determined	
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?		To Be Determined	

The proposed project would include 81 parking spaces in a five-level parking garage for residents. The increase in residents on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading as well as construction impacts. The analysis will take into account the potential development occurring in the project vicinity.

	Yes	No	Discussed
5. **Noise** - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

Ambient noise levels in the vicinity of the project site are typical of noise levels in urban San Francisco. Outdoor noise in the vicinity of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is vehicular traffic, including trucks, cars, buses, and emergency vehicles. This is especially true of the project area because of the proximity of Interstate 80/Bay Bridge connection routes, and the Transbay Transit Terminal bus ramps. Non-traffic noise sources in the area include temporary construction noise due to other projects in the vicinity such as the new residential units at the Metropolitan 333 First Street under construction, and the Bay Bridge seismic retrofit. The nearest noise sensitive receptors to the project site are residential uses, including the Metropolitan 333 First Street project under construction, the Embarcadero Lofts (300 Beale), Avalon Towers (388 Beale), the Bridge View Towers on Beale Street (400 Beale), and the Bay Crest Residential building on Harrison Street (201 Harrison). Residences are also located on Guy and Lansing Streets about one block west of the project site, and at Hills Plaza (345 Spear Street), about two blocks east of the project site.

Effects on Ambient Noise Levels

Construction Noise

Project construction would increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with the project construction potentially could include excavation and hauling, foundation construction, steel erection, and finishing. The building would probably have a mat foundation; therefore pile driving would likely not occur. Construction activities would be temporary and intermittent and would occur at different times through the phases of project construction. Construction would extend for about 18 months: approximately two months would be devoted to excavation, two months would be devoted to foundation work, and 14 months would be devoted to erection and finishing. The noisiest construction periods would be during demolition of the existing buildings, excavation, and erection of the steel-frame tower; the first six to eight months of construction. Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials, or delivering building materials. It is anticipated that the construction hours would be normal working hours during the week, with possible limited work during nights or weekends.

Construction of other nearby projects, such as the proposed high rise residential towers at the Metropolitan at 333 First Street and the Bay Bridge retrofit, that coincide with construction of the proposed development would temporarily increase the overall noise levels in the immediate vicinity of construction activities, as the noise intensity would be greater with a larger number of noise sources. Additionally, several projects are proposed directly adjacent to the project site and the Rincon Hill Area.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[5] at a distance of 100 ft. from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. Based on the above analysis, no analysis of construction noise will be presented in the EIR.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area.[6] Traffic noise will not be analyzed in the EIR.

Building Equipment Noise

The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore, the EIR will not discuss building equipment noise.

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[5] dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

[6] LCW Consulting, *333 Fremont Street Transportation Study, Case No. 2002.1263!*, June 12, 2003, pages 25, 32, and 33. This report is available for public review by appointment in Project File No.2002.1263E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

Interior Noise Levels

Residential uses would be included in the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies. Title 24 requires insulation sufficient to limit interior noise levels to 45 dBA or less at night. The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The existing noise would be occasionally noticeable within the proposed building and would dominate the noise environment of the proposed open space. Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise environment would not negatively affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require analysis in the EIR.

	Yes	No	Discussed
6. **Air Quality/Climate** - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c. Permeate its vicinity with objectionable odors?	☐	■	■
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air quality impacts from a project, such as the proposed residential building, result from project construction and operation. Construction emissions, primarily criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Construction Emissions

Construction activities of the proposed residential project that could have an effect on air quality would involve demolition of the existing buildings, excavation and grading operations, and wind blowing over exposed earth. The construction activities would temporarily affect local air quality for a period of six months.

Fine particulate matter (PM_{10}) is the pollutant of greatest concern with respect to construction activities.[7] There would be about 12,860 cubic yards of fill removed for the foundation and below-grade parking garage, which would generate exhaust emissions and fugitive particulate matter emissions. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. Construction activities would not involve burning of any materials and would not create objectionable odors.

Consistent with Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented such as those listed in Mitigation Measure 1, which would require all debris to be covered and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants.

Operations Emissions

The operation of a project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows[8]: (1) the project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gases (ROG also known as reactive hydrocarbons), nitrogen oxides (NOx including NO_2),[9] or PM_{10}, (ozone precursors), or cause carbon monoxide (CO) concentrations to exceed the state ambient air quality standards of more than 550 pounds per day of emissions; and (2) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards.

Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources are the primary source of operational project-related emissions.[10] Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

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[7] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

[8] *BAAQMD CEQA Guidelines, op. cit.*

[9] Nitrogen Oxides are a class of pollutants comprised of N and O. Of the several nitrogen oxides, only one (NO_2) is considered a primary pollutant with a specific AQ standard. All nitrogen oxides are contributors to ozone formation.

[10] *Ibid.*

Project-related traffic may result in areas with high concentrations of carbon monoxide around stagnation points such as major intersections and heavily traveled and congested highways. The BAAQMD has identified three threshold standards, any one of which would require the estimation of local carbon monoxide concentrations[11]:

- Project related vehicle CO emissions would exceed 550 pounds per day.
- Project generated traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F.; and
- Project traffic would increase traffic volumes on nearby roadways by ten percent or more.

The proposed project would not exceed the BAAQMD standards: the CO emissions would be less than 550 pounds per day; the project generated traffic would not impact intersections Levels of Service; and project traffic would be less than ten percent of existing traffic volumes.[12] The project would not contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Therefore, air quality impacts, including project construction and local and regional impacts of project operation, will not be analyzed in the EIR.

Odors

The proposed project would be a residential development with parking, and would not be the type of use that would permeate the vicinity with objectionable odors. Therefore, the EIR will not discuss this issue.

Shadow

The proposed 333 Fremont Street project would replace the two two-story buildings with an eight-story mid-rise building. This would increase the amount of shadow on area streets and sidewalks at certain times of the day and year. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review by appointment in Project File No. 2002.1263E at the Planning Department, 1660 Mission Street, San Francisco). The proposed building, however, would at times shade portions of Fremont Street, as well as the sidewalks adjacent to the project site along these streets. The proposed building also would cast shadows on buildings on the west side of Fremont Street during the morning hours. The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. Hence, the EIR will not discuss project shadow.

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[11] *BAAQMD CEQA Guidelines, op. cit.*

[12] Traffic information may be found in the *333 Fremont Street Transportation Study* cited in footnote 6.

Wind

Large buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. To provide a comfortable wind environment for San Franciscans, the City established specific comfort criteria for evaluation of proposed buildings. The City *Planning Code* specifically outlines these criteria for the Downtown Commercial (C-3) Districts and for Rincon Hill, Van Ness Avenue, and part of the South of Market Area (City *Planning Code*, Sections 148, 249.1(b)(3), 243(c)(9), 263.11(c)). The project site is in the Rincon Hill Special Use District. The pedestrian comfort criteria in Section 148 of the City *Planning Code* are based on pedestrian-level wind speeds that include the effects of turbulence. These adjusted wind speeds are referred to as "equivalent wind speeds." Section 148 establishes an equivalent wind speed of seven miles per hour in seating areas and 11 miles per hour in areas of substantial pedestrian use as comfort criteria. New buildings and additions to buildings may not cause ground-level winds to exceed these levels more than ten percent of the time year round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

Section 148 of the City *Planning Code* also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No building or addition would be permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year.

A wind analysis conducted for proposed development adjacent to the project indicated that the general vicinity of the project site is moderate to windy; the average wind speed for 21 points tested in a wind tunnel is 9.3 mph.[13] Wind speeds ranged from 5 to 20 mph. The highest wind speeds in the vicinity (20mph) occur in front of the Apostleship of the Sea Building (399 Fremont) located at the northeast corner of Harrison and First Streets. Seventeen of the 21 existing setting points currently are at or less than the *Planning Codes's* pedestrian-comfort criterion of 11 mph. The wind hazard criterion of 36 mph is not currently exceeded at any of the 21 existing setting test locations.

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[13] Charles Bennett, *Potential Wind Conditions, Proposed 375 Fremont Street Development*, October 1, 2003. This report is available for public review by appointment in Project File No.2002.0449E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

The new 333 Fremont Street building would not be of sufficient height to generate enough wind or otherwise substantially alter pedestrian wind levels to a degree that would require a wind tunnel analysis. The proposed project building would not cause wind levels to exceed the *Planning Code* hazard criterion because of the building's exposure, massing and orientation of the proposed design. While the Fremont Street facade of the building is somewhat exposed and continuous (indicating that wind accelerations are likely), the project's mid-block location and relatively low height would suggest that any such accelerations would be moderate.[14] Therefore, this topic requires no further analysis and will not be discussed in the EIR.

7. **Utilities/Public Services** - Could the project:

	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	■
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	■
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	■
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and no associated impacts would occur; therefore, the EIR will not discuss the issue of solid waste generation.

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[14] Charles Bennett, *Wind Evaluation of Proposed Project 329-349 Fremont Street Residential Development*, June 5, 2003. This report is available for public review by appointment in Project File No.2002.0126E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. No major new sewer construction would be needed to serve the proposed project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[15] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already paved (resulting in maximum stormwater flows). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in a significant impact. The EIR will not evaluate demand on wastewater treatment facilities.

Public Services

Police and Fire Protection. The project site presently receives police and fire protection services, and would create additional demand for fire and police services in the area. The nearest police station is located at the Hall of Justice at 850 Bryant Street. Although the project could increase the number of calls received from the area or the level of oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the South of Market area. The nearest fire station, Engine 35, is located at Pier Twenty-Two and a Half on The Embarcadero at Harrison Street. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the Rincon Hill-Rincon Point area. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and thus would not result in an associated significant impact. For these reasons, the EIR will not discuss police or fire protection services.

Schools and Recreation Facilities. The nearest elementary school is the Bessie Carmichael Elementary School at 55 Sherman Street, the nearest middle school is the Potrero Hill Middle School at 655 De Haro Street, and the closest high school is Mission High School at 3750 18th Street. These schools would be able to accommodate any new students residing at the project site. The project population would not have an associated significant demand for schools and recreation facilities that could not be accommodated by existing facilities. This topic will not be discussed in the EIR.

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[15] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Power and Communications Facilities. The proposed building would require typical utility connections and would likely tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency.

Nevertheless, the project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation. Thus, the proposed project would not result in an associated significant physical environmental effect due to increased energy demand. The EIR will not discuss this issue.

Water Supply Facilities. The proposed project would generate an estimated demand for about 10,120 gallons of water per day.[16] There is currently limited consumption of water on the site. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000* and an adequate water supply would be available for the project.[17]

Because project water demand could be accommodated by the existing supply, it would not result in a substantial increase in water use, it would not result in a significant impact. Therefore, the EIR will not discuss water supply facilities.

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[16] Daniel Steiner, consulting engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. The estimate of 115 gallons per day per household is consistent with water use assumption incorporated within the San Francisco Public Utility Commission's (SFPUC)Year 2000 Urban Water Management Plan (UWMP). 115 gallons x 88 units = 10,120 gallons per day.

[17] The SFPUC 's UWMP update 2000 is based on the ABAG Year 2000 Projections, which include all known or expected development projects in San Francisco through the Year 2020.

	Yes	No	Discussed
8. **Biology** - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	■

The project site is within a developed area of the City, and is completely covered by impervious surfaces. The site does not provide habitat for any rare, threatened, or endangered plant or animal species, and the proposed project would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. No trees would be removed. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape in the project area. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

	Yes	No	Discussed
9. **Geology/Topography** - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	■

The Community Safety Element of the *San Francisco General Plan* contains maps that indicate areas in which one or more geologic hazards exist. The project site is located in an area subject to "non-structural to moderate" damage (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element). The project site is also in an area of liquefaction potential (Map 4 of the Community Safety Element). The project site is not in an area subject to landslide, seiche or tsunami run-up or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).[18]

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[18] City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April, 1997.

Along Fremont Street, the grade slopes about eight percent down towards the northwest. The project property also slopes down to the east and the elevations vary from approximately 40 feet to 50 feet [19] along Fremont Street, and from approximately 30 to 40 feet along the northeast side.

The project sponsor has provided a feasibility geotechnical review prepared by a California-licensed geotechnical engineer.[20] The document includes a site reconnaissance report and a review of geotechnical reports for projects adjacent to or nearby the project site (325 Fremont Street, 375 Fremont Street, 385 Fremont Street, 388 Beale Street [Avalon Towers], 400 Beale Street, 333 First Street). The purpose of the study was to evaluate subsurface conditions at the site and present preliminary geotechnical conclusions and recommendations for evaluating the feasibility of the proposed project.

The report indicates that the site is underlain by fill, on the order of 13 feet. The fill in the area is underlain by native soil and bedrock, and in some locations is underlain directly by bedrock. Bedrock is exposed at the ground surface south and west of the site near the intersection of Harrison and Beale Streets and near the Bay Bridge off ramps. The bedrock surface generally slopes downward to the north and east following the topography of the site. The fill consists of loose to medium dense clayey sand with variable amounts of brick fragments that may be rubble from the 1906 earthquake. Sand fill, containing rubble was used to fill-in basements and raise grades. The soil encountered directly below the fill varies from dense to very dense clayey and silty sand to stiff sandy clay. Bedrock may be within about ten feet of the ground surface along the southeast side of the site, but could be in excess of 80 feet along the northwest end because of the dip of the bedrock. Bedrock in the area is sandstone and shale of the Franciscan Complex.

Groundwater was encountered in borings near the site ranging from 2.5 to 10 feet below ground surface (bgs). The groundwater level fluctuates seasonally and could be encountered at various elevations. At the northwest end, where the bedrock is deep, the ground water level would be in the soil above bedrock at depths of 30 to 40 feet bgs. It is expected to be present in seams and fractures in the bedrock.

The proposed building foundation and three- and one-half-level parking garage would require excavation to a depth of approximately 30 feet bgs mid-point of the site along Fremont Street and the removal of about 12,860 cubic yards of fill (one basement level already exists). Because of the shallow nature of the water table, the excavation for the proposed structure would trigger the need for dewatering. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management (BERM), of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Potential degradation of groundwater quality as a result of dewatering during project construction would be reduced to a less-than-significant level through the BERM requirement for retention of groundwater pumped from the project site in a holding tank, and analysis of the quality of this groundwater before it is discharged to the combined sanitary and storm drain sewer system.

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[19] All elevations are referenced to San Francisco City Datum (mean sea level)

[20] Treadwell & Rollo, *Geotechnical Review, 333 Fremont Street, San Francisco,* February 25, 2002. This report is available for public review by appointment in Project File No.2002.1263E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

Should dewatering be necessary, the final foundation study for the project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. If necessary, construction would be delayed. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The *Building Code* also contains provisions which require that grading on slopes of greater than 2:1, or where cut sections will exceed ten vertical feet, must be done in accordance with the recommendations of a soil engineering report. The recommendations contained in the Feasibility Geotechnical Study include but are not limited to:

- A detailed geotechnical study should be prepared for the project site.
- The preliminary conclusion is that a mat would be the most appropriate foundation type.
- The need for shoring to support the sides of the excavation and for underpinning to support adjacent buildings should be evaluated based on the depth of the building's foundations and the type of shoring used.
- A soldier beam and lagging shoring system with tiebacks can be used to support the sides of the excavation. Because the soldier beam and lagging system is a flexible shoring system, it would

likely be necessary to underpin the adjacent buildings that have foundations above the bottom of the proposed project excavation.[21]

- All pavement and other foundations structures of the existing building on the project site should be removed during demolition.
- To provide a stable subgrade during construction, the groundwater should be drawn down at least three feet below the bottom of the excavation.
- Provisions for waterproofing and resisting hydrostatic uplift pressures should be included in the foundation design.
- Bedrock and soil can be generally excavated with heavy-duty earth moving equipment except where hard rock is encountered or in confined areas. Heavy ripping and hoe-ram type equipment may be required to remove more competent bedrock.

The geotechnical report indicates that the project would be suitable for development provided that the recommendations included in the report are incorporated into the design and construction of the proposed development. The Building Department would make a determination on which recommendations would be required.

The project site is also located in an area of liquefaction potential, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s).

To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. The EIR will not address geology and soils.

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[21] It is possible to excavate without encroaching on adjacent property, however, it would require a more expensive system of tiebacks on the project site and a loss of parking space due to construction of wider foundation walls. Richard Rodgers, Treadwell & Rollo, telephone conversation August 12, 2003.

		Yes	No	Discussed
10.	**Water** - Could the project:			
a.	Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b.	Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	☐	■	■
c.	Cause substantial flooding, erosion or siltation?	☐	■	■

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed building and stormwater runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge in San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See page 31 for a discussion of sewer and wastewater treatment plant capacity. See Flooding, Erosion and Siltation below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation to about 30 feet in depth to accommodate up to three and a half levels of underground parking. Groundwater may be found at depths of 2.5 to 35 feet. Dewatering could be required and is discussed on pages 34 and 35.

No use of groundwater currently exists on the site and none is proposed. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge. In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not include analysis of hydrology and water quality issues.

Flooding, Erosion and Siltation

The project site is currently covered by impervious surfaces. Site drainage would be redesigned to take into account the below-grade parking garage, but site runoff would continue to drain to the City's combined storm and sanitary sewer system and would be treated to the standards contained in the City's NPDES Permit. The foundation and below-grade portions of the building would be water tight to avoid the need to permanently pump and discharge water. Stormwater runoff from upstream of the site would be collected along Fremont Street and would discharge into the City storm drain system. During construction, requirements to reduce erosion would be implemented pursuant to *California Building*

Code Chapter 33, Excavation and Grading. During project operations, the project would comply with all local discharge requirements.

11. **Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	■

Energy Use

The project includes new residential units and parking. Development of these uses would not result in use of large amounts of fuel, water or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations*, enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Based on this evaluation, no substantial environmental effects related to energy use are expected from the proposed project, and energy consumption will not be discussed in the EIR.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project construction and operation, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic is not required to be analyzed in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

Public Health Hazards and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by an independent consultant.[22] The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil and groundwater quality.

The Phase I noted that the project site has served several uses in the past including machine repair and service, metal engraving operations, printing and color processing uses, storage, and commercial office space.

As part of the Phase I ESA, various databases of hazardous waste sites were reviewed. The project site is not included in any of the database lists of such sites, although there are some records of hazardous materials in the vicinity of the project site downslope to the north and east.

The Maher Ordinance is a San Francisco regulation that requires certain environmental actions for various sites but those primarily "Bayward of the high-tide line." The site is not within the limits of the ordinance.

Soil Contamination

The site is underlain by approximately 13 feet of fill material composed of loose to medium dense clayey sand with varying amounts of brick fragments that may be rubble from the 1906 earthquake. The soil encountered directly below the fill varies from dense to very dense clayey and silty sand to bedrock.

Construction of the new building at 333 Fremont Street would entail excavation of about 12,860 cubic yards of soil. If additional environmental studies conclude that soil and groundwater conditions could pose significant human health or safety hazards, a Site Mitigation Plan (SMP) and a Health and Safety (H&S) Plan would be required prior to initiating any earth-moving activities at the site. The plan would contain policies and procedures to protect site workers from potential health and safety impacts related to contaminated soil and groundwater. The project sponsor has agreed to implement Mitigation Measure Number 2 in the Mitigation Measures section of this Initial Study, which would ensure that any potential impacts due to the presence of petroleum hydrocarbons, heavy metals, or other hazardous materials in soils on the project site would be reduced to a less-than-significant level.

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[22] SCA Environmental, Inc. *Phase I Environmental Site Assessment, 333 Fremont Street, San Francisco, CA,* April 25, 2000. This report is available for public review by appointment in Project File No.2002.1263E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

Site remediation measures in themselves could have impacts. During site remediation, workers, and possibly the public, could be exposed to chemical compounds in the soil, soil gases, or groundwater. The public and the environment could be exposed to airborne chemical compounds migrating from a site under remediation. Accidents during transportation of contaminated soils and/or groundwater could lead to exposure of the public and the environment to the chemical compounds. Potential impacts of remediation would be mitigated, in part, by legally required safety and hazardous waste handling and transportation precautions. These measures would serve to protect human health and the environment during site remediation, thus minimizing remediation impacts to below a significant level.

Serpentine Containing Asbestos

The proposed excavation for below-grade parking levels would encounter Franciscan Formation bedrock that could contain chrysotile, a variety of serpentine that constitutes a potentially harmful form of asbestos. If chrysotile serpentine were present in the rock, operations such as drilling, ripping, and off-hauling could produce dust that contains asbestos. Because asbestos poses a hazard when it is in a friable (crushed) condition and becomes airborne, this could be a short-term construction hazard possibly affecting on-site personnel and persons in near-vicinity, off-site locations. If construction operations would disturb chrysotile serpentine in the bedrock, Mitigation Measure 2 would be established to limit dust generation and adequately protect on-site workers and neighbors against prolonged asbestos exposure. Implementation of Mitigation Measure Number 2 by the project sponsor would minimize potential impacts related to serpentine containing asbestos to a less-than-significant level.

Asbestos

The existing buildings on the project site were constructed in approximately 1913, a period of time when asbestos was used in buildings. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance. The presence of asbestos on the project site, therefore, would not be considered a potentially significant impact.

Lead-based Paint

Lead-based paint may be found in the existing buildings, constructed in 1913, and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance. The presence of lead paint on the project site would not be considered a potentially significant impact.

Other Potential Hazardous Materials

The proposed project includes demolition of the existing buildings that may contain PCBs and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with PCBs and mercury in structures would be considered potentially significant.

Hazardous building materials sampling and abatement, as described in Mitigation Measure 3, would reduce potential impacts associated with PCBs and mercury in structures to a less-than-significant level.

Hazardous Materials Use of the Proposed Project

Regarding the potential for public health hazards, the proposed project would involve residential and parking development that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of the materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, hazardous materials use associated with the project would not pose any substantial public health or safety hazards related to hazardous materials.

Emergency Response Plans

No interference with emergency response plans or emergency excavation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project's sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issues final building permits. Occupants of the proposed building would contribute to congestion if an emergency evacuation of the South of Market area were required. Section 12.202(e)(1) of the *San Francisco Fire Code* requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise and mid-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

In conclusion, potential public health and safety hazards related to the possible presence of heavy metals on the project site, and potential fire hazards in the new building would be reduced to a less than significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Therefore, the EIR will not discuss hazards.

	Yes	No	Discussed
13. **Cultural** - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?		To Be Determind	

Archaeological Resources

An archaeological resource evaluation has been prepared for the proposed project. The *Archeological Cultural Resources Evaluation of the Proposed 333 Fremont Street Project* (Archeo-Tec February 2003) addresses the prehistoric, historic, and natural formation contexts of the project site; the potential for archaeological resources to be present; and the eligibility of the expected resources for listing to the California Register of Historic Places (CRHR). In its natural state, the project site was situated on the slope of Rincon Hill. The vegetation at the site was probably similar to that of most of the northern San Francisco peninsula -- mainly grasses, scrub brush, and occasional stands of oak trees or willows. Elevations of the site ranged between approximately 40 and 50 feet above mean sea level. The original shoreline of San Francisco Bay was located on three sides of the project site: the tip of Rincon Point was located about one-third mile to the east and the bay shoreline was located to the north and south of the project site, at distances ranging between 225 to 300 feet.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The marshes of Mission Bay, the shoreline of Yerba Buena Cove, and several sources of fresh water were located near the project site. Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area, one within two blocks of the project site. These deeply buried sites remained intact despite the topographical alteration that has taken place since the 1850s. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits may exist within or adjacent to the proposed project site. The present project area is therefore a zone of potential prehistoric archaeological sensitivity.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish, Mexican or Early American periods (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were located a considerable distance from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) did not encroach upon the project site. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The first settlement and development of the South of Market area in which the project site is located began during the Gold Rush era (1849-1857). After serving as a jumping-off point for prospectors waiting to travel to the Sierra gold fields, the area was initially developed with dozens of iron foundries and heavy machinery manufacturers. The project site is on the southern periphery of the Happy Valley and Pleasant Valley neighborhoods that developed during this period. The land on Fremont Street near the project site had been purchased and subdivided as early as February 1849. Subsurface cultural resources from the California Gold Rush era may be discovered within the borders of the project site as by mid-1851 the property was developed and occupied.

During the later 19th Century Period (1858-1906), the topography in the South of Market area was drastically altered, with all of the region's great sand hills systematically reduced over a period of about 20 years. The material excavated from the hillsides was used to fill in the waters of Yerba Buena Cove and Mission Bay, extending the City's shoreline eastward by up to 1,000 feet. The alteration of topography included the infamous Rincon Hill Second Street cut of 1869 which changed the economic character of the South of Market area. Houses were destroyed and the value of the land declined.

Numerous foundries and iron-working enterprises were in operation in relatively close proximity to the 333 Fremont Street project site. By the close of the 1860s, the project site and the surrounding area had been completely graded and developed, although relatively minimal topographic modification occurred when the project site was brought into conformity with City base requirements. A layer of fill, probably ranging between eight to ten feet in thickness, was placed within the project site during that period. In the 1870s, the surrounding neighborhood contained a mix of industrial/commercial enterprises as well as residences. During the final three decades of the 19th century, multi-story working class residential buildings occupied the proposed 333 Fremont Street site. Archival sources suggest that potential architectural remains and associated cultural resources may be associated with the Irish community that occupied the project vicinity during the last 19th Century.

The buildings on the project site were consumed by fire in the great 1906 earthquake. The first building to be constructed on the site after the fire was in 1913 (347-49 Fremont). An adjacent concrete building (333 Fremont) was constructed in 1930 and used for engraving and printing. By the 1930's, the project site and environs had been developed with the essential land use mix and architectural characteristics that typify the current neighborhood.

In summary, despite the topographic reduction that has occurred on the site since the 1850s, there is a potential for encountering prehistoric/protohistoric archaeological resources at the site, although no substantive evidence of such cultural materials was discovered in the cultural resources evaluation of the project. There is little likelihood of recovering cultural resources from the Spanish, Mexican or Early American periods (1775-1848). However, there is a reasonable possibility that subsurface cultural resources of significance associated with the Gold Rush and Late 19th Century periods may exist within the confines of the project site.

Construction of the project would require excavation up to 30 feet for a total of about 12,860 cubic yards of fill to be removed. No prior soils-disturbing activities have been identified that would have significantly impaired the integrity of archaeological resources within the project site. The prehistoric and historical archaeological resources that are expected to be present within the project site may have sufficient scientific/historical research potential to qualify the resources for eligibility for listing to the CRHR under criteria A and D. Given the potential presence of archaeological resources on the site, the project sponsor would implement Cultural Resources Mitigation Measure 4, to reduce the potentially significant disturbance, damage, or loss of archaeological resources during project construction to a less-than-significant level. Archaeological resources, therefore, require no analysis and will not be included in the EIR.

Historical Architectural Resources

Two two-story office buildings which were joined in 1968 currently occupy the site The larger, concrete, 333 Fremont building, constructed in approximately 1930, contains a basement level which is accessible from a driveway from Zeno Place. The smaller, 347-349 Fremont Edwin W. Tucker Co. Building, is a wood frame structure that was constructed in 1913 and is on the California Register of Historic Places. The proposed demolition of 347-349 Fremont Street would potentially be considered a significant impact on historical architectural resources of significance.

Buildings on and in the vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored citywide inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5." Factors considered included architectural significance, urban design context, and overall environmental significance. The building at 347-349 Fremont was rated "1" in the 1976 Citywide Architectural Survey.

The 347-349 Fremont Street building is listed eligible for a separate listing on the National Register of Historic Places. The building is not under Article 10 of the City *Planning Code* (which concerns sites such as designated City Landmarks and buildings within Historic Districts), or Article 11 of the City *Planning Code* (which involves rating buildings for their architectural significance).

The Foundation for San Francisco's Architectural Heritage, however, rated the building a "C-Contextual Importance." These are buildings "which are distinguished by the their scale, materials, compositional treatment, cornice, and other features. They provide a setting for more important buildings and they add visual richness and character to the area. Many C-group buildings may be eligible for the National Register as part of eligible historic districts."

In addition, 347-349 Fremont was evaluated by the Federal Highway Administration and the California Department of Highways and Transportation (Caltrans). The 347-49 Fremont Street Building was rated the National Register Code (NRSC) of "2S2" which means that the Building was "determind eligible for separate listing through a consensus determination by a Federal agency and the State Historic Preservation Officer."[23] The proposed demolition of the 347-349 Fremont Street Edwin W Tucker Co. Building could have a significant impact on historical architectural resources and the Historic Resources Evaluation Report will be discussed in the EIR.

C. OTHER

	Yes	No	Discussed
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

The project would require conditional use authorization by the Planning Commission for height above 40 feet in a residential district. Additionally, the project may require several variances from set-back and dwelling unit exposure requirement. The approvals and permits necessary for the project are presented in the Project Description Section on page 11 and in the Compatibility with Zoning, Plans and Policies Section on page 12.

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[23] Page & Turnbull, Inc. *The Edwin W. Tucker & Co. Building, 347-49 Fremont Street, Historic Resources Study, San Francisco, CA,* April 2, 2003. This report is available for public review by appointment in Project File No.2002.1263E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	☐	☐	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	☐	☐	■

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures, and will include other measures which would or could be adopted to reduce potential adverse effects of the project.

The project sponsor has agreed to implement the following mitigation measures which are necessary to avoid significant effects:

Mitigation Measure 1

Construction Air Quality: The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2

Hazards (Contaminated Soil):

Step 1: Preparation of Site Mitigation Plan:

Soil and groundwater samples shall be characterized (analyzed) for metals, petroleum hydrocarbons and gasoline/diesel components, volatile and semi-volatile organic compounds, and other constituents, as requested by the Department of Public Health (DPH). In addition, groundwater characterization shall be carried out for total suspended solids, total settleable solids, pH, total dissolved solids, and turbidity. Samples shall be analyzed by state-accredited laboratories. Based on the results of soil and groundwater characterization, A site Mitigation Plan shall be prepared by a qualified individual, in coordination with DPH and any other applicable regulatory agencies. The sampling and studies shall be completed by a Registered Environmental Assessor or a similarly qualified individual. Excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with DPH.

Step 2: Site Health and Safety Plan

Prior to conducting any remediation activities a Site Health and Safety Plan would be prepared pursuant to California Division of Occupational Safety and Health (Cal-OSHA) requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. Under Cal-OSHA requirements, the Site Health and Safety Plan would need to be prepared prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in Air Quality Mitigation Measure 1.
- Protocols for managing stockpiled and excavated soils.

The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include as a minimum:

- Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
- Posting of "no trespassing" signs.
- Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 3

Hazards (PCBs.) The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

Mitigation Measure 4

Cultural Resources: Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure and with the requirements of the project archaeological research design and treatment plan (Archeo-Tec. *Archaeological Research Design/Treatment Plan for the 333 Fremont Street Project*, May 29, 2003.at the direction of the Environmental Review Officer (ERO). In instances of any inconsistency between the requirements of the project archeological research design and treatment plan and of this archaeological mitigation measure, the requirement of the latter shall prevail. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is

evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative in which the project site would remain in its existing condition, with the two two-story, office buildings totaling approximately 30,417 square feet.
2. Preservation Alternative, in which the 347-49 Fremont Street building (The Edwin W. Tucker Co

Building) would be retained and adaptively reused in the proposed residential development.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	■	☐	■
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	☐	■
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐

The proposed project could have significant, adverse effects on transportation and historical architectural resources.

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: Oct. 3, 2003

PAUL E. MALTZER
Environmental Review Officer
for
Gerald G. Green
Director of Planning